

Woodhaven / Cross Bay Boulevard (Q52/53)

Community Advisory Committee Meeting #4 | June 24, 2015



Agenda

1. Introductions

2. Presentation

- Woodhaven / Cross Bay SBS corridor
- Spring 2015 community outreach recap
- Community feedback summary

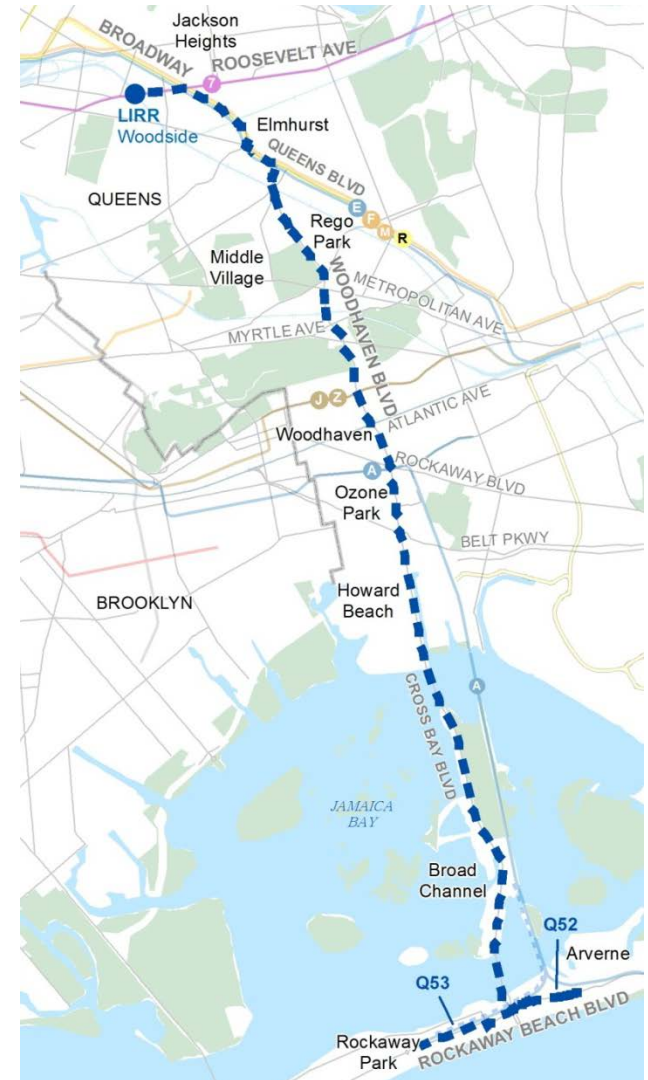
3. Break out into groups for detailed design discussions

4. Reconvene to discuss next steps

Woodhaven / Cross Bay SBS corridor

Woodhaven / Cross Bay SBS corridor

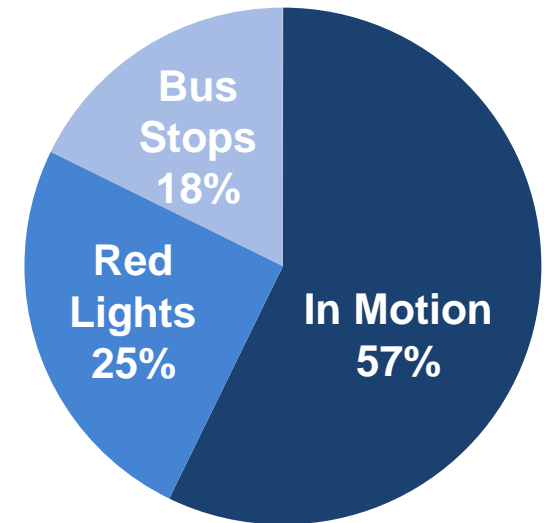
- Based on the existing Q52/53 LTD bus route
- 30,000 daily bus riders
- 14 miles long from Woodside to the Rockaways
- Important north/south transit corridor for Queens
- Provides connections to 8 subway lines, over 20 bus routes, and the LIRR



Transit

- One-way travel time can vary by up to 30 minutes (varies between 55 and 85 minutes)
- Q53 LTD buses are stopped almost half of the time
- Many passengers are riding the bus long distances

Example: 35% of Rockaways Q52/Q53 customers ride the bus to Queens Center Mall or north



All Q53 Northbound Trips

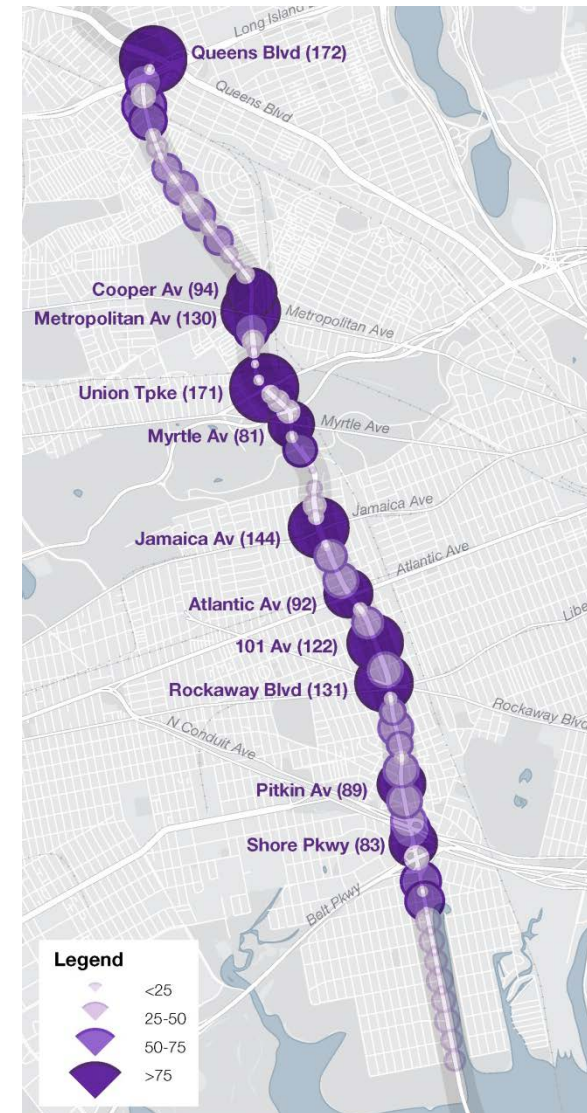


Safety

- Vision Zero Priority Corridor
 - Over 3,000 injuries (2009-13)
 - 22 fatalities (17 ped) (2009-13)
- Difficult pedestrian crossings
- Challenging roadway geometry
- Poor visibility near elevated trains

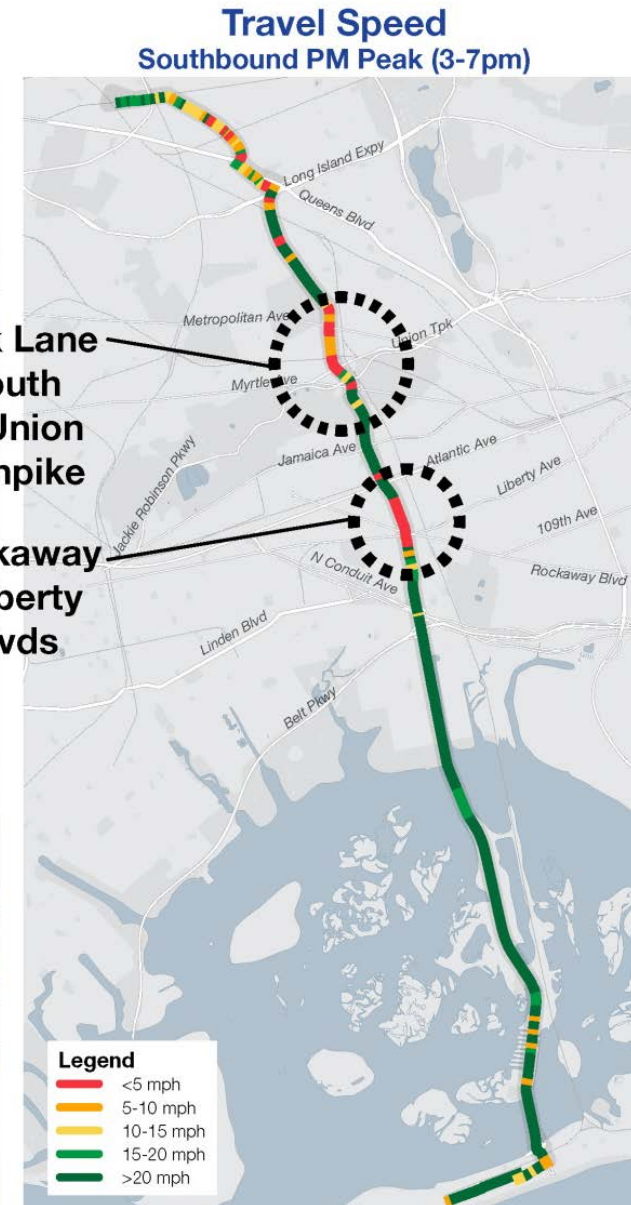
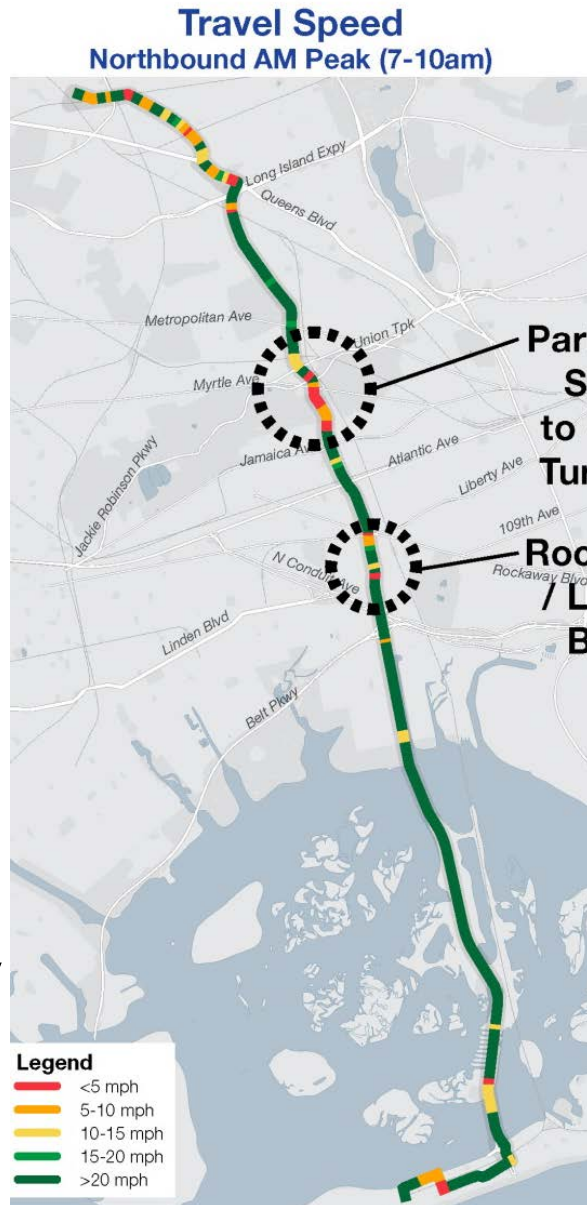


Total crashes by intersection
(2008-2012)



Traffic

- High traffic speeds along some portions of the corridor
- Congestion is concentrated at key points
- Traffic flow is uneven (“hurry up and wait”)



Traffic – bottlenecks

- Pinch-points on the corridor limit capacity; merging at bottlenecks is inefficient and unsafe
- Curbside activity and double parking reduce capacity of 4th travel lane



LIRR Overpass
4-to-3 lane bottleneck



Union Turnpike
Effectively 3-to-2 lanes
SB due to left-turns

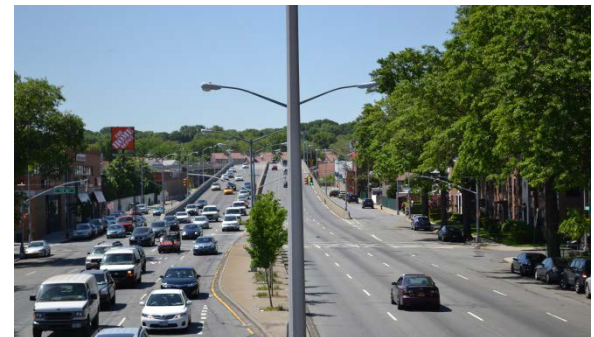


Commercial Areas
Effectively 3 lanes due
to double parking

Project goal

Transform Woodhaven and Cross Bay Boulevards into a complete street where:

- Buses operate quickly and reliably
- Bus customers safely and easily access bus stations
- Pedestrians are comfortable walking on and crossing the street
- Drivers get where they need to go at a reasonable and safe speed



Community outreach process



Community Advisory
Committee



Public Open Houses
and Workshops

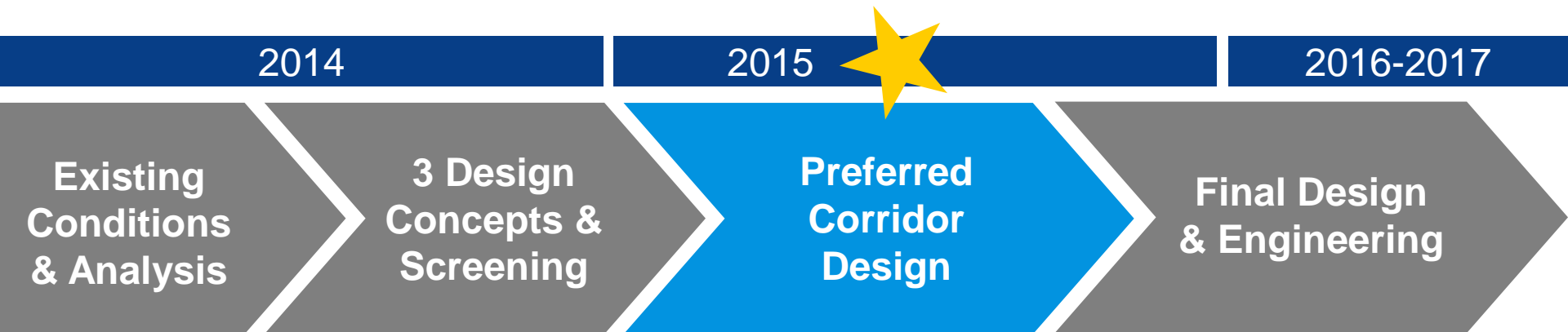


Community Board Meetings



Stakeholder Meetings

Design timeline



- Develop draft corridor design plan based on chosen design concept
- Hold public design workshops and stakeholder meetings
- **Refine draft design through community feedback, technical analysis, and transportation goals for NYC**

Spring 2015 community outreach recap

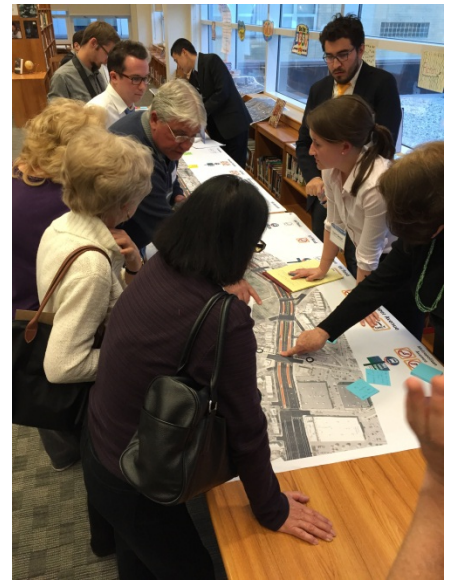
Public design workshops

- Opportunity for community members to comment on street designs and proposed Q52/53 SBS bus stops
- 4 workshops focusing on different corridor sections:
 1. April 16 2015 - Woodhaven Blvd (Union Tpke to Rockaway Blvd)
 2. April 23 2015 - Woodhaven Blvd (Queens Blvd to Union Tpke)
 3. April 29 2015 - Cross Bay Blvd
 4. April 30 2015 - The Rockaways



Public design workshops

- Over 180 members of the community attended
- Participants had opportunity to have group discussions at small tables and comment directly on the draft designs

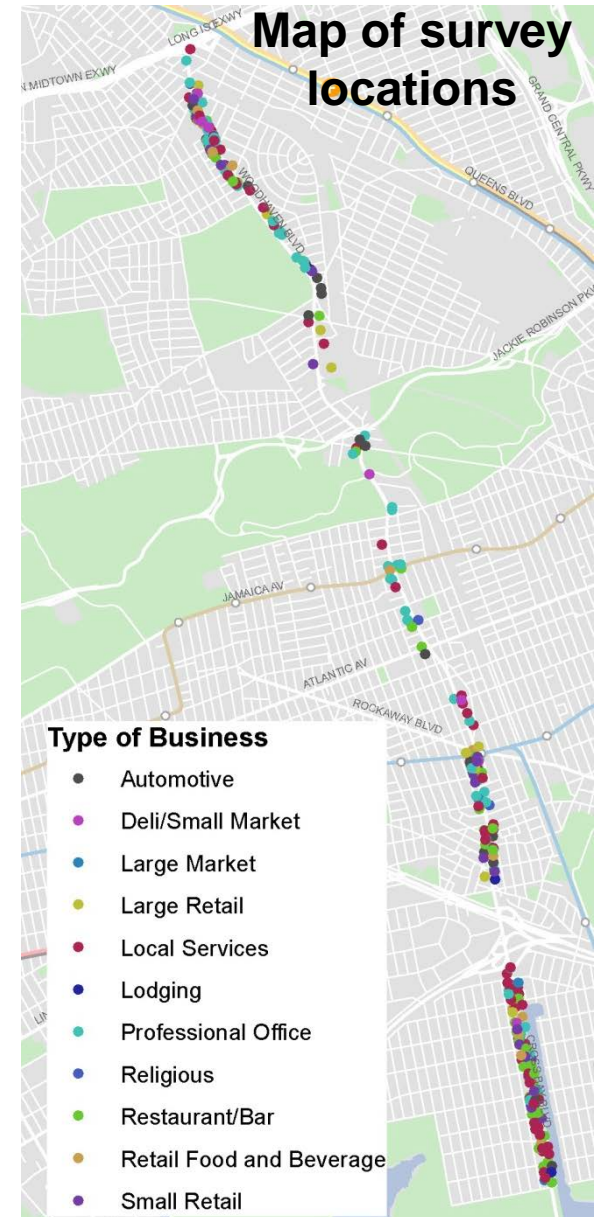


Other community meetings

- May 13, 2015 - CB 6 Full Board
- May 15, 2015 - Queens Borough President
- May 28, 2015 - Broad Channel Civic Assoc.
- June 1, 2015 - CB 14 Transportation Committee
- June 4, 2015 - AM Miller / SS Addabbo
- June 8, 2015 - Congresswoman Meng
- June 9, 2015 - CB 9 Full Board
- June 17, 2015 - CB 5 Leadership Field Meeting
- June 29, 2015 – Rockaway Beach Civic Assoc.
- June 30, 2015 - Howard Beach - Lindenwood Civic Assoc.

Business outreach

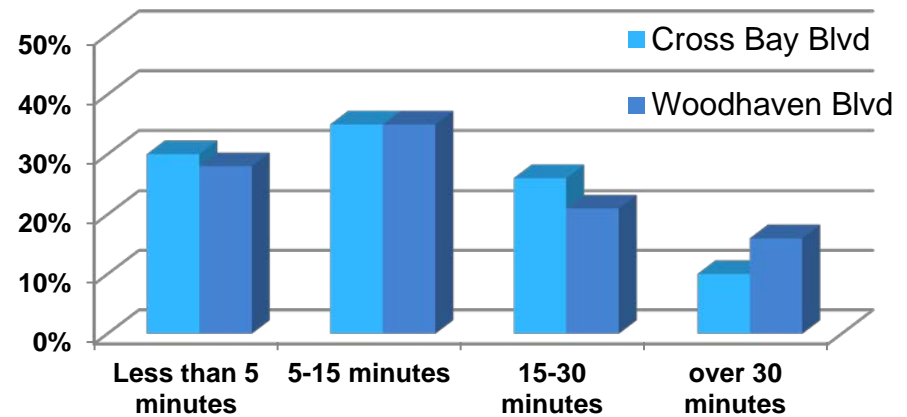
- Surveyors visited over 350 businesses along the corridor in Jan/Feb 2015
- Over 200 businesses filled out the survey
- Asked a standard set of questions focusing on **deliveries** and **parking**
- The results will help inform curb regulations and other considerations as design progresses



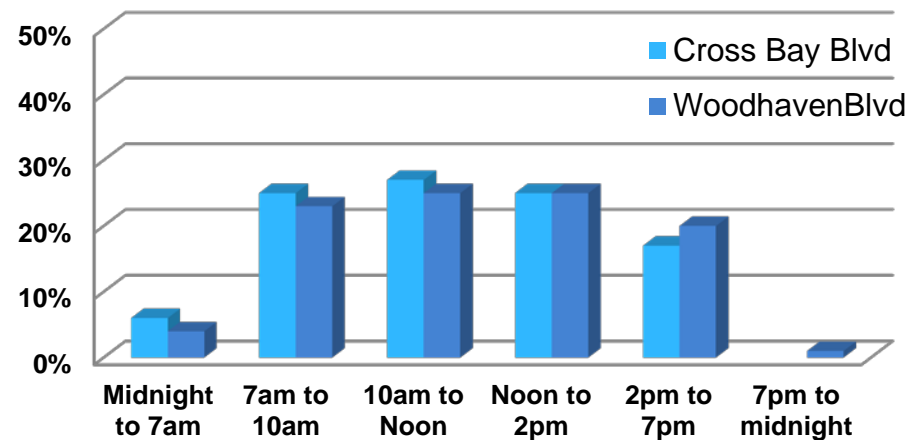
Deliveries

- 51% of businesses receive **1 delivery or fewer per day**; 6% of businesses receive more than 10
- More than 60% of deliveries take **15 minutes or less**
- Over 70% of deliveries occur **before 2:00pm**

Typical Delivery Duration

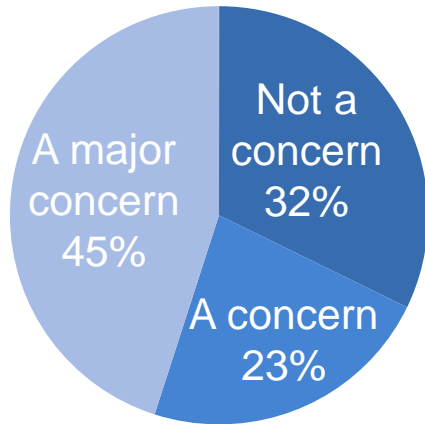


Typical Delivery Time

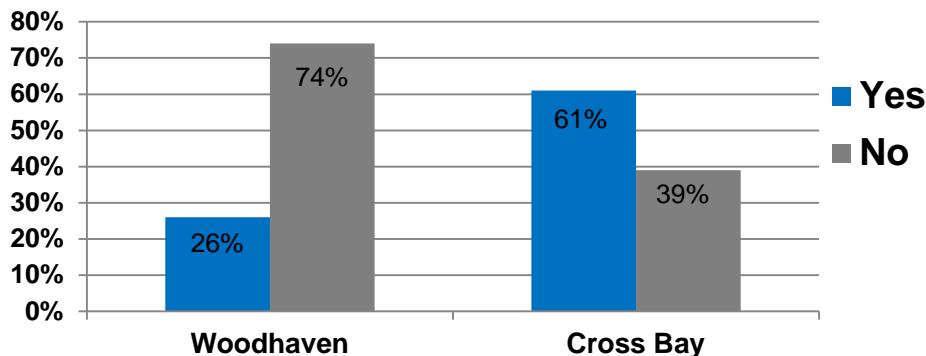


Parking

How much is customer parking a concern for your business?



Does your business offer off-street parking for customers?

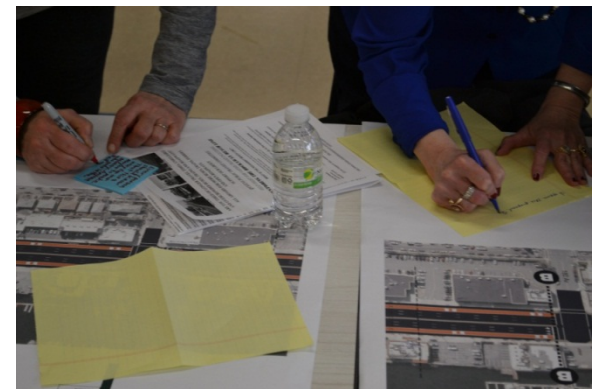
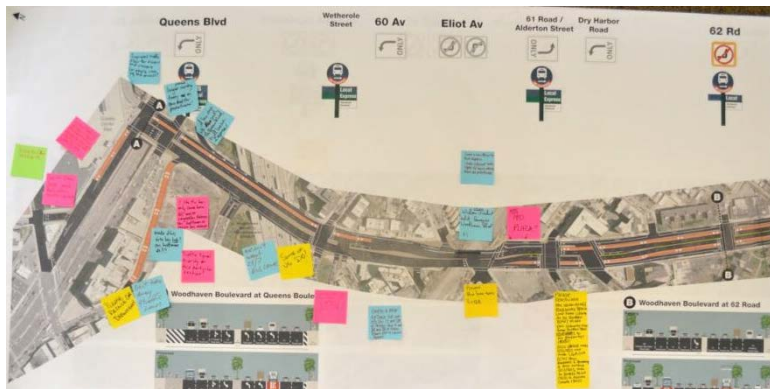


- **68% of businesses** reported concern about customer parking
- 61% of Cross Bay businesses offer **off-street parking** compared to only 26% along Woodhaven

Community feedback summary

Community feedback summary

- The project team is working on incorporating comments from the public design workshops and community meetings
- The following slides are a summary of key feedback and frequently asked questions
- A more detailed summary will be available online



Feedback – bus stops

- Support for the new SBS stops at 101 and Pitkin Av
- Mixed response to the SBS not stopping at Atlantic Av
- Concern about discontinuation of the 5th Rd bus stop in Broad Channel
- Request for additional study of SBS stops in the Rockaways
- Support for Q52 extension



Feedback – bus lanes

- Queuing on the slip lanes may block bus lanes
- Physical separation is necessary to keep general traffic out of bus lanes
- Bus lanes require effective enforcement
- Concern about congestion (too many buses) in the bus lanes
- Bus lanes should extend on the bridge over the LIRR



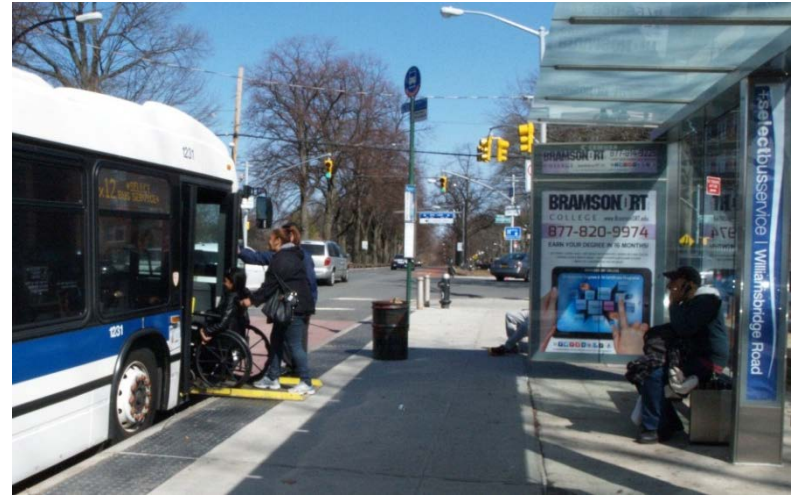
Pelham Parkway in the Bronx will inform the design of the bus lanes on Woodhaven Blvd



Offset bus lanes around NYC will inform the design of the bus lanes on Cross Bay Blvd

Feedback – bus stations

- Fencing is important on median stations to prevent unsafe crossing of the service road
- Concern about people crossing the street to access the station
- Need to ensure SBS stations are accessible
- Stations should be designed to fit the character of the neighborhood



Examples of median bus stations in NYC

FAQ - transit

Will bus lanes be in effect 24 hours a day?

Yes, the bus lanes will operate 24/7.

How will SBS fare payment be enforced?

The MTA's Eagle Team uses education and enforcement for fare compliance on SBS routes. The vast majority of the Eagle Team's random checks are warnings and "assists" (educating the public about off-board fare collection) - only 16% of stops result in a summons. On SBS routes, there has been a 48-80% reduction in fare evasion.

Feedback - traffic

- Concerns about left turn restrictions, particularly at Metropolitan, Myrtle, Jamaica, and Rockaway
- Concerns about trucks in residential neighborhoods due to left turn restrictions
- Signage is needed to give drivers advance notice of turn restrictions and slip lane locations
- Concerns about congestion along Woodhaven and Cross Bay, especially during the summer months



FAQ - traffic

How will this plan affect traffic operations?

The project will help traffic by reducing bottlenecks, improving signal timing, and creating a consistent roadway design. During the concept screening analysis, initial results showed improved travel times.

Will there be any reduction in the number of vehicles as a result of this plan?

The plan is designed to accommodate all traffic that currently uses Woodhaven and Cross Bay Boulevards. Since all traffic will be accommodated, we do not expect diversions to parallel streets.

Feedback - safety

- Request for improvements to help the elderly cross wide streets more safely
- Metropolitan and Woodhaven is a dangerous intersection
- Sidewalks need to be improved between proposed 91 Av station and Atlantic Av
- Proposed 101 Av turn restriction will improve safety for students crossing Woodhaven



FAQ - safety

How will this design be safer for pedestrians?

Refuge islands will provide a safe place to wait and protection from turning cars for pedestrians crossing the street. Left turn restrictions at major intersections reduce conflicts with crossing pedestrians.

How does restricting left turns improve safety for pedestrians?

A NYCDOT study¹ found that left turning crashes resulting in serious pedestrian injuries outnumber right turning crashes 3 to 1.

1 The New York City Pedestrian Safety Study & Action Plan, August 2010

**Breakout into groups for
detailed design discussions**

Breakout discussion tables

The breakout tables will cover the following sections of the corridor and specific focus areas:

Table 1: Woodhaven North

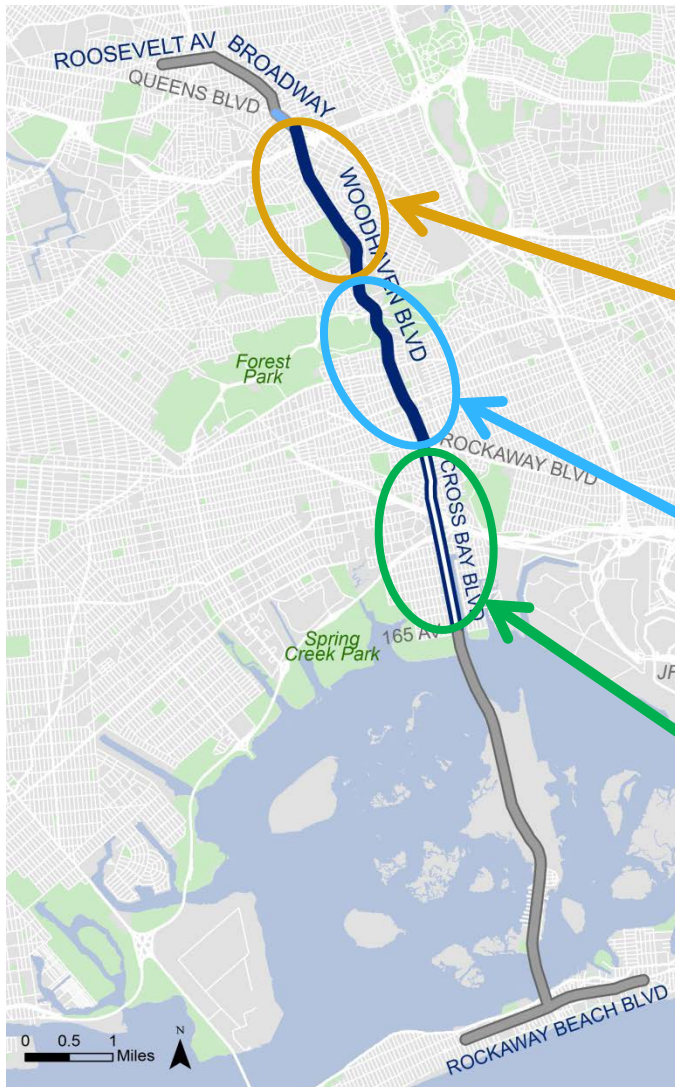
- Queens Blvd / Hoffman Drive
- LIE access

Table 2: Woodhaven South

- Union Turnpike intersection
- Jamaica Ave intersection

Table 3: Cross Bay

- Rockaway Blvd intersection
- Cross Bay lane configuration



Next Steps

Next steps

- **Today:** Discuss detailed feedback on design plans; review draft alternate designs for specific locations
- **Summer 2015:** Refine design plans based on community feedback and further technical review
- **Fall 2015:** Present revised design to the community
- **Fall 2015:** Transfer project to NYC Department of Design and Construction for Final Design and engineering

Thank you!



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